

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Comments on the Accelerated-ETOPS Appendix 7 are solicited, and may be mailed or delivered to the address stated above. Comments may also be electronically uploaded to the FAA, AFS-200 Computer Bulletin Board System (BBS). The telephone number to access the AFS-200 BBS is (202) 267-5231. Comments received through the BBS will be printed in hard copy and maintained on file. Copies of this document may also be received by contacting the office at the above address.

**Background**

AC 120-42A provides criteria and guidance for the amount of operational inservice experience on specific airframe/engine combination by air carriers in order to obtain FAA operational approval for various levels of ETOPS. There are three levels of ETOPS operational approval. Each level is based on the one engine inoperative diversion time in minutes that the airplane may operate from a suitable alternate landing field.

- 75-minute extended range operation may be approved for air carriers with minimal or no inservice experience with the airframe/engine combination.
- 120-minute extended range operations may be granted air carriers that have previously gained 12 consecutive months of operational inservice experience with the airframe/engine combination.
- 180-minute extended range operations may be granted air carriers that have previously gained 12 consecutive months of operational inservice experience with the specified airframe/engine combination in conducting 120-minute extended range (ETOPS) operations.

The material in Appendix 7 would provide guidance for air carriers that wish to apply an accelerated approach in obtaining higher levels of ETOPS diversion authority. Advisory Circular 120-42A, paragraph 9b, allows for a reduction of the specified inservice experience guidelines with the concurrence of the Flight Standards Service Director.

The Appendix 7 material was jointly developed by participants from the airline industry and manufacturing, the FAA, and other State regulatory authorities. The material has been coordinated and harmonized with the European Joint Aviation Authorities (JAA). The FAA and JAA have agreed that Appendix 7 provides an acceptable

means for air carriers to apply for an Accelerated-ETOPS program.

Issued in Washington, D.C., on May 17, 1995.

**William J. White,**

*Deputy Director, Flight Standards Service.*

[FR Doc. 95-13403 Filed 5-31-95; 8:45 am]

BILLING CODE 4910-13-M

**Approval of Revision to the Approved Noise Compatibility Program for San Diego International Airport-Lindbergh Field, San Diego, CA**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Notice.

**SUMMARY:** The Federal Aviation Administration (FAA) announces its findings on the Revision to the Approved Noise Compatibility Program submitted by the San Diego Unified Port District for San Diego International Airport—Lindbergh Field (SAN), San Diego, California, under the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979 (Public Law 96-193) (hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and non-federal responsibilities in Senate Report No. 96-52 (1980). This revision was submitted subsequent to a determination by the FAA that associated Noise Exposure Maps, submitted under 14 CFR Part 150, were in compliance with applicable requirements effective January 30, 1989. On May 11, 1995, the Assistant Administrator for Airports approved the revision to the Noise Compatibility Program for SAN. This revision provides sound attenuation of four public schools and one private school all located within the 65 dB CNEL contour.

**EFFECTIVE DATE:** The effective date of the FAA's approval for the Revision to the Approved NCP San Diego International Airport's revised Noise Compatibility Program is May 11, 1995.

**FOR FURTHER INFORMATION CONTACT:**

Charles B. Lieber, Airport Planner, Airports Division, AWP-611.1, Federal Aviation Administration, Western-Pacific Region. Mailing address: P.O. Box 92007, Worldway Postal Center, Los Angeles, California 90009-2007. Telephone number (310) 297-1621. Street address: 15000 Aviation Boulevard, Hawthorne, California 90261. Documents reflecting this FAA action may be reviewed at this same location.

**SUPPLEMENTARY INFORMATION:** This notice announces that the FAA has given its overall approval of the Revision to the Approved Noise Compatibility Program for San Diego International Airport-Lindbergh Field, effective May 11, 1995.

Under Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979 (herein after referred to as the "Act"), an airport operator who has previously submitted a Noise Exposure Map may submit to the FAA a Noise Compatibility Program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non compatible land uses and prevention of additional non compatible land uses within the area covered by the Noise Exposure Maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport Noise Compatibility Program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal Program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act, and is limited to the following determinations:

a. The Noise Compatibility Program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non compatible land uses around the airport and preventing the introduction of additional non compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal government and;

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of navigable airspace and air traffic control responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an Airport Noise Compatibility Program are delineated in

FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, State or local law. Approval does not, by itself, constitute an FAA implementation action. A request for Federal action or approval to implement specific Noise Compatibility Measures may be required and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982, as amended. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports Division Office in Hawthorne, California.

The San Diego Unified Port District submitted to the FAA on November 7, 1986 and December 11, 1987, the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from September 1985 through September 1989. The San Diego International Airport-Lindbergh Field noise exposure maps were determined by FAA to be in compliance with applicable requirements on January 30, 1989. Notice of this determination was published in the **Federal Register** on March 30, 1989.

The San Diego International Airport-Lindbergh Field study contained a proposed Noise Compatibility Program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from the date of study completion to the year 1990. It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 104(b) of the Act. The FAA began its review of the program on December 5, 1990 and was required by a provision of the Act to approve or disapprove the program within 180-days (other than the use of new flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed an approval of such program. The Noise Compatibility Program was approved by the FAA on June 5, 1991. On February 10, 1995, the FAA began its review of the Revision to the approved program and was required by a provision of the Act to approve or disapprove the program within 180-day (other than the use of new flight procedures for noise control).

The submitted revision to the program contained one proposed action for

installation of sound insulation of four (4) public schools one (1) private school inside the 65 dB CNEL contour. The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The revision to the program was approved by the Assistant Administrator for Airports effective May 12, 1995.

Outright approval was granted for one (1) new noise program measure for installation of sound insulation of four (4) public schools and one (1) private school inside the 65 dB CNEL contour.

This determination is set forth in detail in a Record of Approval endorsed by the Associate Administrator for Airports on May 11, 1995. The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the San Diego Unified Port District, San Diego, California.

Issued in Hawthorne, California on May 17, 1995.

**Robert C. Bloom,**

*Acting Manager, Airports Division, AWP-600, Western-Pacific Region.*

[FR Doc. 95-13404 Filed 5-31-95; 8:45 am]

BILLING CODE 4910-13-M

#### **Air Traffic Control Tower; Grand Prairie, TX**

**AGENCY:** Federal Aviation Administration [FAA], DOT.

**ACTION:** Notice of Commissioning.

**SUMMARY:** Notice is hereby given that on or about June 1, 1995, the airport traffic control tower at Grand Prairie Municipal Airport, Grand Prairie, Texas, will be commissioned. Hours of operation for the tower will be published in the Airport/Facility Directory. The designated facility identification for the airport control tower will be: Grand Prairie Tower.

Communications with the tower should be directed to:

Midwest ATC, 3102 S. Great Southwest Parkway, P.O. Box 53405, Grand Prairie, TX 75053-4045.

**Authority:** 49 U.S.C. app. 1348, 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

Issued in Fort Worth, Texas, on May 8, 1995.

**Clyde DeHart, Jr.,**

*Regional Administrator, Southwest Region.*

[FR Doc. 95-13405 Filed 5-31-95; 8:45 am]

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#### **Federal Highway Administration**

##### **Environmental Impact Statement: Virginia Counties of Spotsylvania and Stafford and the City of Fredericksburg**

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that an environmental impact statement will be prepared to investigate transportation alternatives for a proposal transportation corridor between the Virginia Counties of Spotsylvania and Stafford.

**FOR FURTHER INFORMATION CONTACT:** Mr. Bruce J. Turner, Transportation Planner, Federal Highway Administration, The Dale Building, Suite 205, 1504 Santa Rosa Road, Richmond, Virginia 23229, Telephone: (804) 281-5111.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Virginia Department of Transportation, will prepare an environmental impact statement (EIS) for various alternatives develop to alleviate congestion and provide a transportation corridor west of the City of Fredericksburg on new location from Route 3 in Spotsylvania County to Route 1 in Stafford County and to relieve traffic congestion on existing Routes 3 and 17. The proposed corridor consists of a multi-lane, controlled access roadway and would include a new bridge across the Rappahannock River. The project is estimated to be approximately 14 miles in length. A major metropolitan transportation investment study will be completed in accordance with 23 CFR 450 Subpart C.

Possible alternative to be considered will likely include multi-modal transportation alternatives, the improvement of existing facilities, and new construction. The no-build alternative will be considered throughout the study.

Letter describing the proposed action and soliciting comments have been sent to appropriate Federal, State, and local agencies, and to private organizations and citizens who have previously expressed or are known to have an interest in this study. A series of public meetings will be held within the study area beginning in the summer of 1995. Additional public outreach will occur through the issuance of project newsletters and the establishment of a study hotline which can be called at no cost within the Commonwealth of Virginia. The toll-free hotline number is 1 (800) 862-1386. The draft EIS will be available for public and agency review